THURSDAY EVENING, SEPTEMBER 11, 1845.

BUSINESS CARDS.

O. A. BRYANT,
Dulerin English, French, and American Dry Goods.
W. I. Goods, and Groceries,
Crockery, Glass and Hard Ware. Elm Street.

MELLISH & SLADE,
DEALERS IN FLOUR, W. 1. GOODS & GROCERIES.
ALSO CONSTANTLY ON HAND,
FRUITS, CONFECTIONARY, SUMMER DRINKS AND
REFRESHMENTS,
CENTRAL STREET, OPPOSITE WHITNEY'S HOTEL.
GEÖ. MELLISH,
GEO. II. SLADE.

At the old Stand lately occupied by DEALERS IN FLOUR W.I. GOODS AND GROCERIES.
CONFECTIONARY, SUMMER DRINKS, AND
REFRESHMENTS, CONSTANTLY ON HAND. CENTRAL STREET.

AUGUSTUS HAVEN.
Wholesale and retaildealer in W. I. Goods, Tens, FruitWines, &c., also, Stoves, Furniture, &c.
3D DOOR SOUTH HEAD OF STATE STREET,
Montpeller, Vt., 182 1y

RUSSELL & CLARK,
WATCHMAKERS AND JEWELLERS
OFFOSITE WHITNEY'S HOTEL, CENTRAL STREET,

R. H. BAILEY, Manufacturer of Silver Spoons and Speciacles and Dealer in Jewelry, Catlery and Pancy Goods Wholesale and Retail, 200

Oppposite Whitney's Hotel, Central Street. HENRY HATCH, One door south of Union Half, Elm Street, TIN, COPPER, AND SHEET IRON WORKER. THALES B. WINN,

Same door with N. Randall. MICHAEL MYERS. Over J. Collamer's Office, Elm street.

E. W. SMITH, Tailor, NEXT DOOR BELOW BRICK STAGE HOUSE, Ludiow, Vt. 248

AMOS W. WARREN DEALER IN BOOTS, SHOES AND LEATHER,
All kinds of Leather for sale chean,—Also, Boots and
Shoes of every description.
Department of the Boots, \$2,50—Calf, pegged, \$3; Gents
sewellboots for \$4, and all other work in proportion.
CENTRAL SPREET. 23 81y

D. M. DEWEY.

Maker of the improved Hobart Wooden Pumps.

The above Pumps are warranted to draw a barrel a minute with case, up to a hundred feet.

Table orders from a distance promptly attended to. Randolph Vt.

224 tf

WHITNEY'S HOTEL, Corner of Elm and Central str BY S. WHITNEY, EAGLE TEMPERANCE BOUSE.

BY L. M. WOOD, SOUTH SIDE THE PARK. BRICK STAGE HOUSE, SOUTH SIDE BLACK RIVER, JOHN R. SMITH

LUDLOW, VI. Z. F. HYDE, BRICK STAGE HOUSE, Proctorsville; Vt. 239 6m*

HENRY T. MARSH, HOUSE AND SIGN PAINTER, ALSO DEALER IN CARRIAGES AND VARNISH OF EVERY DESCRIPTION, CENTRAL STREET.

WITTA SCOTT.
Printers, and dealers in Chairs and Carriages of all kinds.
CENTRAL STREET. CARRIAGE AND SLEIGH - MAKER

GEORGE FISHER.

DR. B. R. PALMER. in the Brick Block opposite Whitney's, CENTRAL STREET. S. J. ALLEN, M. D.

PHYSICIAN AND SURGEON, Office opposite Whitney's Hotel,

LIVERY STABLE.

BY ALBERT PACKER. COLLAMER & BARRETT,

Attorneys and Counsellors at Law, Elm Street, 183 JACOB COLLAMES.

Attorney and Counsellor at Law, Central Street. TRACY & CONVERSE,

Attorneys and Counsellors at Law
Officeoverthe Bank, Elm Street,

L. A. MARSH, ATTORNEY AND COUNSELLOR AT LAW Central street.

EDWIN HUTCHINSON. ATTORNEY AND COUNSELLOR AT LAW WOODSTOCK, VT.

WASHBURN & MARSH, ATTORNEYS & COUNSELLORS AT LAW Woodslock, Pt. News Room. P. T. WASHBURN, Master in Chancery C. P Marsu Nov. 21, 1844.

CALVIN FRENCH, Attorney and Counsellor of Law, PROCTORSVILLE, VT.

I. W. RICHARDSON. Attorney and Counsellor at Law, WESTON, -VT.

FREDERICK C. ROBBINS, ATTORNEY AT LAW: LUDLOW, VT. 157-1y* WARREN C. FRENCH,

ATTORNEY AT LAW. 235-1+* SHARON, VT. WALKER & SLADE, Attorneys and Counsellors at Low,

ROYALTON, FT. 125 THOS. BARTLETT, JR.,
Attorney, Counsellor and Solicitorin Chancery.
AT LYNDON, VI.

Tr Attends the Superior Courts in the counties of Cafe
count, Essex, Orleans and Washington. 133-11

HUNTON & JONES, ATTORNEYS AND COUNSELLORS AT LAW. Chelsen, VI.

P. C. JONES. S. R. STREETER. Attorney and Counseller at Law. BARNARD, VT. 115 J. Q. HAWKINS,

Attorney and Counsellor at Law, PELCHVILLE, YT J. F. DEANE, Attorney and Counsellor at Law.

CAVENDISH, VT. JAMES M. GILSON. ATTORNEY AT LAW,

CHELSEA, VT. SAMUEL H. PRICE, ATTORNEY ANDCOUNSELLOR WINDSOR, VT.

RICHARDSON & NICHOLSON. Attorneys, and Counsellors at Lan Chester, Windsor County, Vt. N RICHARDSON. 86 A. A. NICHOLSON. SEWALL FULLAM,

ATTORNEYATLAW, H. E. STOUGHTON, ATTORNEY AT LAW. Chester, Pt.

BLODGETT & WEYMOUTH, A T T O R N E Y S A T L A W,
BETHEL, VT. 256
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GREAT ENGLISH REMEDY

COUGHS, COLDS, ASTHMA, AND CONSUMP

TION.

THE Great and only remedy for Colds. Coughs, Asthmat, and Consumption, is the Hungarian Baisan of Life, discovered by the celebrated Dr Bycken of Lonson, England, and introduced into the United States under the immediate superintendence of the inventor.

The extraordinary successes of this medicine, in the cure of Pulmonary diseases, warrants the American Agent in soliciting for treatment the WORST POSSIBLE CASIS that can be found in the community—cases that seek relief in vain from any of the common remedies of the day, and have been given up by the most distinguished day, and have been given up to the most distinguished presentants, as confirmed and incurable. The Hugarian Baisam has cured and will cure the most desperate of cases. It is no quick nestron, but a standard English medicine of known and established efficacy.

Every family in the United States should be supplied with Bookan's Hungarian Baisam of Life, not only to counteract the consumptive feedencies of the climate,

with bosinits fringstrate brisan of Life, not only to construct the consumptive fendencies of the climate, but to be used as a preventive mesicine in all cases of colds, coughs, spatting of Blood, Pain in the side and closet Tribation and sortness of the Lings, Bronchits, Billeuity of Breaching, Heetic Fever, Night Sweats, Emaciation and General Debility, Asthma, Influenza, Hooping cough, and Cronn.

and Croup.

1.7 Sold, in large bottles, at \$1 per bottle, with full directions for the restoration of Irealth.

Pampulets, containing a mass of English and American certificates, and other evidence, showing the unequalical nerrits of this Great English Remedy, may be obtained

19 Courtstreet, Boston, Agent Lor the United States 119 Courtstreet, Boston, Agent — Woodstock, C. CHAPMAN, Montpeller, Clark & Collos, Buringdon, Peck & Spear; Bellows Falls, N., Harris, Rusaid, Daniels mid-Bell, Brattleboro', Datton & Clarke; Keen, N. H. John Bixhy, 256-1y

TO ALL THE WORLD WHO USE LEATHER IN ANY FORM. OIL OF TANNIN, OR, LEATHER RESTORER.

A New Chemical Discovery.

Most people know, that skins and hides are converted nto trather by the use of Tannin extracted from certain When the force and strength of the Tannin is worn ness, and remove a letters, any, or observed a constructive the feature favor can receive the second time; but the whole eigener of it are in this article the OIL OF TANNIN—which penetrates the stiffest and bardest leather, if it has been twenty years in user and if it tears easily with the fagors, it imparts at once a strongth that is atterly incredible until seen. It be a strongth that is atterly incredible until seen. If he counce (the new teather, in all respects, with a delightin softness and polish, and makes all leather completely am perfectly dispersions to water—particularly boots, shoes carringe-lops, harness, hose, two has, and in fact all thing mute of leather, giving a splendid polish, even higher than new leather has, and of least doubting its worr and darability, in whitever manner the leather is used.—THESE ARE FACTS.

Those with wall was more all shoes, seein with carrier

Those ARG FACTS.

Those who will may wear old shoes, groan with corns, ride with old carrings-tops—hase old hurness, and throw them away half as id—look filting thrune is es, and throw them away bulk used—book fifthy themselves, and all about chem -expend double what is meressary for articles of leather, to their hearts' content, for what we care, if their probables are so strong, that they will not ry a now discovery. We have no tavors to ask of them, they are the greatest sufferers, and we large for nobody's custom or platnoring. Now, gettlemen, please yourselves, 377 None generic nuless with the fac simile signature of COMSTOCK & CO.

Persylvin C. CHAPMAN. Por sale by C. CHAPMAN.

FACTS REGARDING THE $SUGAR\ COATED\ LMPROVED$

Indian Vegetable Pills,

FOR CONSUMPTION, COLDS, RHEUMATISM, DYSPEPSIA AND FEVERS.

AVING bear attacked some months with pain an tite I used Wright's india vegetable Pils, butgress were with cold sweats at night; could not sleep and be bived at was in an ensumption I procured a box of Dr Santis Sugar Coated Improved Indian Vegetable Pils, which restored my health within six days, and I believe them to be the best remedy I ever used. be the heat remedy 1 ever used. GEORGE W. GRANGER.

Cambridge, Oct. 19th, 1834. [Extract from A, G. Page's letter, dated] The Sugar Coated radian Vegetable Pills you sent mosell well and give good satisfaction. They sell better than any I have bad.

[Extract from Levi Barrett's letter, dated] Camman, Me., Feb. 3d, 1-45.
The Pitls which I received or you have given such an versal satisfyction where they have been purchased, and the sale has been so united in that I throught best to rest you to send me on some more of them, immedial

ly, &c.

[Extract from Wm. Pachard's letter, dated]

Mousen, Mass. Jam. 22, 1845.

Sit. enclosed is the payment for the last Palis. Yo

will please send me by Express another not, say of 6 doz

they give good satisfaction. I have no 60 hand mor

than 6 boxes and do not wish to be out of them one day

[Extract from Daniel Tait & Son's letter, dated]

Your Ellis were received a low days since, and 1 halfs.

Your Pills were received a few days since, and I have hink very favorable of them, and they are liked by thos Mr.J. P. SMITH, of Gloucester, states that he has sold

Il and wishes 8 dez, boxes more imme lately, and they we such universal satisfaction that he has determined to sit no other kind of Pills.

Mr A. Allen, of Pillmer Depot, states "that he was very hakful that he was appointed agent, as his wife ad been an invalid for some time, and a hox of these Pills man neen an invalid for some time, and a hox of these Pelis immediately cured her, also that they had performed alike wonderful cures to the town, and was entirely out said wanted more immediately was agent for other pills but should only recommend these.

nould only recommend these.

[Extract from J. B. Banforth's letter, dated]

Barward, Vt. Jun. 11th, 1845.

Please send me immediately 6 doz. Smith's Sagar Contd Indian Vegetable Pills, those you sent a short time since are nearly all sold and give universal satisfaction. since are nearly wil sold and give universal satisfaction. The above are only a few or the numerous letters which are daily received of the great popularity, and success of these truly excellent pills. They are the best medicine for the above complaints that are sold, and in every case that they have been tried have given universal suisfaction, and should be kept as a family medicine by every one. We only ask a trial of them to convince the most skeptic of the truly of these resections.

the truth of these assertions. The directions and treatment of the disease accompant has Price 25 cents her box every hox. Price 25 cents her box, No 'Sugar Control Pilla,' 'can be genuine without the signature of the sole inventor, G. HENJAMIN SMITH, M. D. President of N. Y. College of Health, upon every box, Odlice deviced exclusively to the sale of this medicine, No, 172 Greenwich street, New York, and No. 2 Water

Woodstock, C. CHAPMAN, - S. Woodstock

Tr For sale in all the villages and towns in the New England States. N. B. No travelling peddlars are allowed to sell these

TYSON FURNACE.

MIE subscriberagent of the TVSON FURNACE at Plymouth V1, would respectfully inform the forme lends and patrons of the establishment and the publi-merally that they have now on hand and continue week The most approved pattern ooking Stores

also PARLOR & BOXSTOVES, in great variety, together with every varie-

Wollow Estarc.

CALDRON & POTASH KETTLES PLOUGHS & MILL CUTTINGS. The proprietor of the establishment having much reduced the expenses of the work and being desirous to RE etermined so to reduce the price of the wares, for east determined so to reduce the price of the wares, for each
short credit, or good barter pay as cannot fail to Induce
purchasers to call and examine. Their CUPOLO FUR
NACE will be in operation on Wednesday and Saturday
of each week,running a first rate quality of fron, for which
orders for all kinds of custom work are respectfully solicit
ed.

JOSEPH MARTIN, AGENT,
Lune 2.

"5 OR 8", EDSON'S ROW. RUSSELL& CLARKE have just received a large addition to their former stock of Cutlery which is "pretty well known" to be the largest and best assortment kept "in diverse parts about here considerable."

PRICES REDUCED! 1500 t.BS Philadelphia Extra White Lend for quantities at 7 cents per pound—best Linseed Off at 92 cents per Gallon. Also, Coach and Furniture Varnish. Spirits Turpentine Paris Green, Chrome Green and Vellow, and other paints for sale at prices that cannot be under sold.

[Int. 13, 1823]

THEAGE.

From the Boston Courier.

TO THE PUBLIC. MR. S. M. FELTON AND THE RUTLAND ROAD. It is well known to those who take an interest in the Railroad enterprises that are now before the public, that a re-survey will June before pronouncing this decisive of the Champlain and Connecticut River lows Falls, by the way of Rutland, has of the 12 instant, he says, 'I did not supbeen made by Mr W. B. Gilbert, whose pose the public were prepared to build Two report on the feasibility and general char- roads to Burlington.' Then why, it is acter of the route, with approximate esti- most respectfully asked, when 'two roads' road, has been published. It is also well both applicants for the favor of the public known that official communications from did not Mr Felton, at a much earlier pe-Mr Gilbert, detailing the results of his sur- riod, disclose to the public the facts which Iron rails, \$65 per ton, is \$5,720 per vey as it progressed, have been, from time 'conclusively settle the question between mile, to time, printed in the newspapers of the the two routes, instead of inflaming the city, accompanied (by necessity, in order hopes, and inspiring the confidence of the to exhibit the improvements made) by friends of the Rutland route, by language statements of the results of the survey of like the following-language which he the same portions of the line, as made un- of course knew (if the public were pre- the business of the two roads, notwithder the directon of Mr Felton. Mr Fel- pared to build but one road,) to be deton, in repeated instances, has felt called ceptive and untrue. We quote from his on to "reply" to these communi- letter to Gen. Brown, under date of April cations of Mr Gilbert, confining himself, 11, 1845:- Your route is gaining every lished, but that, if necessary, a new survey however, in his "replies," principally to day in the estimation of every one here, and and new estimates should immediately be general and indefinite denunciations of the I regard it as absolutely certain that made. "Rutland Route," and general and indet- your road will be built, and that Boston inte approbation of the "Central Route." people will reader you all the help you mates of Mr Felton, is worthy of special The Agents grainitously.

The latest, and most offensive ebullition ask them.' It is but a short time since notice. The estimates furnished to him of this temper appears in the Courier of these animating strains fell from the pen by Messrs Chase and Tracy, were made in the 12th instant, and is of such a charact- of Mr Felton, and now the public are the most liberal manner, and so to elicit er as to demand from the undersigned the gloomily advised from the same pen, that his express approbation. To these estinotice which they propose, in this commu- the Central route is 'distinctly marked mates, those gentlemen made the large ad-

cation, to bestow upon it. tions are to benefit either party in a con- ous windings, the rocky ramparts of a or comparisons which were not directly nary, and most complete revolution of ocalculated to elucidate the merits of their pinion and feeling,

and to present the merits of their claim road will be built?" efforts of its friends to commend it to absolutely certain."

conceded by Gen. Brown, that the advan- the union was effected.

grades, should have hesitated so long, be fore announcing his decided preference for that route. The comparison of the GRADES and the profiles,' says Mr Felton. in his report to the Fitchburgh Board, in June last, 'I regard as conclusively ser-TLINGTHE QUESTION between the two routes.' But why wait from November Railroad Route from Burlington to Bel- the very lase communication of Mr Felton, mates of the expense of constructing the were surveyed to Burlington, and were out by the hand of nature along the valleys The undersigned are well aware how of the streams for the entire distance, [over little interesting or instructive are the Barnard Hills, as well as elsewhere, personalaltercations of parties who are en-doubtless,] 'with no mountain ridge to deavoring to enlist public favor in behalf surmount; and the other (the repudiated of projects which are supposed to be con- Rutland) is seen for some 30 miles, tion to this per centage, but, not content flicting; and how little likely such altereas climbing up and descending, by its devitroversy. It has been, therefore, their de-mountain that can beither be tunneled nor sire, and their intention, in managing their rent asunder! Before we conclude this side of the public discussions which the communication, it is possible that facts whole, more than 26 per cent, allowed by proposed Vermont Railroads have elicited, may appear, which will explain to this judicious and friendly engin-cer, for to avoid as far as possible, any statements "the public" the reasons for this extraordi-

great enterprise. With Mr Felton, espe- It is to be obsered that, at the date of cially, they have invited no controversy .- the letter from Mr Felton to Gen. Brown, They knew that me made no survey of the (Apirl 11, 18845) from which an extract Rutland route. They have uniformly is given above, Mr Felton had in his posspoken of the previous survey of that route session, for several weeks, the profiles, as having been made 'under his direction' plans and estimates of Messis. Chase and merely. They knew that his report, esti- Tracy, of the ent re line of the Rutland mates, &c. were made before he had ev- road. His confident opinion, so strongly er set his foot upon the line of the pro- expressed, was, therefore, based on his posed road, and exclusively on the reports scientific knowledge, it is to be presumed, to him of his subordinates. They knew of the feasibility of the route. He had that the only time that he ever personally looked calmly and intelligently at the 45 traversed the route, he traversed a miles of of 60 feet grades,' and saw nothwith alraost railroad speed, (and partly ing in them of a formidable character.in the night) and could not have been as The 'rocky ramparts' of Mount Holly did ble to speak of its general character with not then seem to require to be "tunneled" any rational approximation to certainty .- or rent asunder' -a 79 feet grade would Under these circumstances, the friends of easily surmount them. 'A million of cubic the Rutland route, anticipating no acrimo- yards' of embankment at 'Jewell's Brook' mous opposition to their enterprise from exerted no disturbing influence on the Mr Felton, have supposed that they should serenity of his judgment. I regard it as

upon the citizens of Boston, without the Up to this date, then,-the 11th of Apr. apprehension of especial hostility from last-we may, without presumption, numhim. But they have been mistaken ber Mr Felton among the warm and confi-The worst enemy to the Rutland route has dent friends of the Rutland route. He been Mr Samuel M. Felton. It is he, in had formed his opinion of its eminent practhe garb of Engineer of that road, who has tigability on scientific data, and he canfrom the outset of the present controversy, not have been ignorant of the very great magnified and multiplied the difficulties of business resources of its line. He was the route, exaggeated its grades, over- fully apprised, by actual survey, of its difestimated its expensiveness both as respects ficulties. He knew their character and its construction and furniture, uniformly extent. He knew there were 'two roads under-stated its superiority over his favor- to Burlington' which were aiming to seite central route in shortness of line, as- cure aid in Boston; and yet, in the face of sailed in the grossest manner the survey his opinion that the public were prepared and estimates of Mr Gilbert, and in every in build but one, he assures us that he reway attempted to embacass and thwart the gards the building of the Rutland road as

public favor. The undersigned therefore. But the occasion, if not the motive, for entrusted with the duty of advocating and a changa of tone, was about to be furndefending a great project, which intimately ished. Mr Felton is the Engineer and concerns and interests a large portion of Superintendent of the Fitchburg road, and the people of Vermont, on whose behalf thus far we may suppose, he was but the they are now in Boston, are obliged to echo of their wishes and views. Soon afask public attention to the following state- ter the 11th of April, however, the friends of the Central road, whose natural and ap-Before the survey of the Rutland route propriate route to Boston is by the way of was commenced under the direction of Mr Concord, N. H., suddenly transferred their Felton, he was fully apprised of the gen- negociations from that interest to the eral nature of the difficulties to be en- 'Fitchburg Board,' and by cogent inducecountered in crossing the mountain at the ments, doubtless, led the tatter to entertain Mount Holly Gap, and also of the advan- the proposition to abandon their favorite tages of the Central route, that the re- and long-cherished design of connecting spective merits and difficulties of the two with the Rutland route, and unite with routes were 'frequently and freely' com- them for the purpose of building a road to pared and discussed, in conversation held Burlington, by the way of Montpeller, by him, in the autumn of 1844, with Gen. twenty six miles longer, from Bellows Brown of Rutland, one of the commission. Falls, the point of departure for both roads. ers, and Mr Tracy, one of his assistant We feel ourselves at liberty confidently to engineers; that he accepted the office of state that these inducements were, that engineer of the Rutland route with a the construction of such a road would knowledge of these comparative merits and 'cut off' the Concord road, and thus (the difficulties; that he was then informed by construction of the Rutland road being

tage in grade was with the Central route. In the mean time, the friends of the feet per mile on that route. It will be route definitely establishes it as the most while at the same time he, Gen. Brown, Rutland road were waiting, with most ex- recollected that by Mr Gilbert's survey, practicable, as it has ever been admitted contended, (as the facts are) that as re-emplary patience, for the report of their 40 feet per mile is the maximum grade on to be the most desirable, route from Bosspects curvatures and distance, the Rut- engineer. The delay in its publication this portion of the line, of which grade ton to Burlington. Its very great superiland route was greatly superior. On re- was a topic of invidious remark from the there are found but six miles. This dis- ority in point of distance, and business ceiving the report of Mr Chase, in Nov. advocates of the Central route, in many crepancy will excite less astonishment than and productive resources, has never been or Dec. last, giving an abstract of the quarters and though Mr Felton writes, the reason for it. Rutland is 416 feet as disputed. It is now ascertance that the grades on the eastern slope of the moun- on the 11th of April, 'If I cannot get as bove. Lake Champlain at Burligaton road can be constructed, and operated, tain, Mr Felton declared the route to be way in the course of a fortnight, to go By a careful computation from the report as cheaply per mile, as the Central. This 'very favorable'; and, so inconsiderable over the ground, I will make a report on and tables of gyades furnished by bestows upon it an advantage which should was then his horror of a 60 feet grade, such information as I have, 'yet the per- Messrs. Chase and Tracy, the almost place competition with it at defiance .he subsequently recommended the adop- sonal attendance in Boston of Gen Brown, increditable fact is ascertained that there That it does so, the undersigned confidenttion of a grade of 70 feet, saying, as Mr two days before an important convention are TEN BUNDRED AND FORTY-EIGHT FEET by believe. To construct the longer line Chase writes in a letter to Mr Tracy, "it of the friends of the road, at Rutland, on or ASCENDING grades in proceeding from of the Central road, from Bellows Falls by would make but little difference in the the 6th of May, alone secured its recep- Rutland, towards the Lake to Burlington! the way of the month of White River to tion at that late period. But it was re- This exceeds the elevations required by Burlington, requires an additional sub-When it is remembered, that at this ceived, and its extraordinary character, its Mr Gilbert by at least 836 feet. Conse- scription to the stock of that road of more period, the route of the Central Road had surprising estimates of the expense of the quently there is accumulated on this 65 than a million of dollars. This large abeen surveyed for a long time, and its road, its supposed hostility to the prosecu- indes, by the survey which is endorsed mount of money is demanded to build a

Rutland and Central, is enough to account [line a single rod shorter than Mr Gil* or, and justify, this vote. Rutland road Estimate.

20 Locomotives 20 Passenger cars 10 Baggage cars 1000 Freight cars

Central road Estimate. Locomotives 8 Passenger cars 4 Baggage cars 100 Freight cars

The Commissioners, unable to convince themselves that this enormous difference in estimate resulted from Mr Felton's constanding his apparent liberality of concession on that point, were unhesitatingly of ble motive, as Engineer of the Fitchburg opinion that the report should not be pub-

One other fact in referenc to the estiditional allowance of fifteen per cent. for contingencies. Mr Felton, with a contempt for accuracy, which can only be attributed to a slip-shod determination not to get too low an estimate, payi no attenwith superadding wost extravagant and unparalleled estimates for road furniture, completes his labor by adding a further al iowance of 10 per cent-making, in the contingencies. If this is the method by which Mr Fel-

ton has acquired the reputation of not understanding his work, it is one which, though undeniably simple and easy of imitation, few engineers will probably deem it judicious to adopt. Mr Felton, speakng of Messrs Chase and Tracy, says:-Both these gentlemen performed their duties in the most satisfactory manner'; and liberally for an approximate estimate.'-But here we have an engineer adding 10 15 per cent for contingencies, made by gentlemen who 'performed their duties in be expected from one claiming to be a mates can furnish the public with but small reliable information. The truth is, that this estimate of Mr Pelton's is utterly unworthy an engineer who possesses, or be permitted to prosecute their re-survey, absolutely certain, he says, 'that your who seeks, a valuable reputation. It is excessive beyond example, and if Mr Felten had been governed by a just appreciation of the daty he owed to the community who employed his professional services, upon him, in a matter deeply affecting the charge of. their interests, he would never have permitted himself to increase the grades, and aggravate the expense of their proposed road, without at least the decent formality of traversing its route.

Again, it is well known that, according to the survey made under Mr Felton's directions, there were 23 miles requiring a grade of from 60 to 70 feet, on the sixtyfive miles of the Rutland and Burlington. By Mr Gilbert's survey, 40 feet is the to say, that I am personally and profesmaximum grade on this portion of the line sionally acquainted with William B. Gilof which there are but six miles. Mr Fel- bert, Esq., and that I believe him to be a provement on this work, by the discredit. sny that Mr Gilbert's statements, estiways admitted that this portion of the line | confidence. might be improved. We call this a most discreditable subteringe, because Mr Fetton never intended that this boasted admission should be understood to embrace o extensive an improvement. If he did so grade both ways on its whole line!

or 12 miles at least,) of a grade not less menopoly of the great northern and west- and it may be interesting to engineers at ubstantiate. than 60 feet per mile, would be required ern transportation. These negociations least, to learn by what process the survey But they have a word to say, in concludo Parlor do do to cross the mountain; that it was then were brought to a rapid conclusion, and which Mr Felton superintended establish- sion, to the business men and capitalists of es 23 miles of a grade of from 60 to 70 Boston. The resurvey of the Rutland maximum grade ascertained, it is impossi- tion of our enterprise, induced on immedi- with the approbation of Mr Felton, an road (from Bellows Falls to the mouth of ble to repress our astonishment, that an ate and unanimous rate of the Commission- aggregate elevation and depression of White River) which cannot be of the least engineer of Mr Felton's acuteness, and ers having the matter in charge, against its SIXTEEN HUNDRED AND SEVENTY-TWO FEET possible advantage to Boston. It is an exceeding sensitiveness on the subject of publication. A partial comparison of the which is entirely uncalled for and un-enterprise demanded by no public interest. estimates for farnishing the two roads, the necessary, and this too, without securing a and in the conception and prosecution of

bert's. This result is well calculated to excite astonishment, and in no way can \$120,000 Mr Felton avoid the responsibility of it, in 36,000 the estimation of honorable men. At no 7,500 time previous to, nor during the progress 300,000 of the survey which he assumed to superintend and direct, did he set his foot on \$463,500 the line of the road. And he now dogcondemnation of the Rutland route? In Iron rails, \$100 per ton, is \$0,800 per matizes and declaims upon its merits and difficulties with the least possible personal acquaintance with either. He has never been over it but once; and then in the 14,400 capacity of Agent and Engineer of the "Fitchburg Board," for the purpose of 40,000 determining, by a most expeditious flight which precluded the possibillity of a faithful examination, whether or not it was best for that Board to enter into what they supposed to be a most advantageous "arrangement." This "arrangement" was completed with indecent haste, at Northfield, before even a third of the Central Route had been subjected to the keen inspection of this most rapid but discriminating investigator, who now finds a donand Locating Engineer of the Central

Road, to attack and disparage a route,

which has long been laboring under the

beavy burden of an ill-performed and

worse digested survey, made under his

The survey of the Rutland Route by

direction.

Mr Gilbert, convicts Mr Pelton of a most culpable neglect of his professional duty, and establishes that route as one of the most feasible and advantageous in New-England. Mr Gilbert has done just what Mr Felton was honorably bound to do when he accepted the office of Engineer of that route; -he has determined the best location for the road. He has determined it by laborious and faithful personal survey. That survey will endure the test of the most critical examination. But Mr Felton, with a gross lack of gentlemanly, as well as perfessional courtesy, without waiting for the maps, profiles, and estimates, which he knew were preparing with all practicable rapidity, has thought proper to attempt to discredit the survey of Mr Gilbert, and the estimates in advance. Mr Gilbert is abundantly competent to protect himself against this unmanly and unmannerly attack. His work will prove. But the public have a right to know something of the estimation in which this gentleman is held by those most competent to judge Messers Chase and Tracy have estimated We, therefore, insert the following Incres and determine his professional merits .from Mr Wright and Mr Broadhead, well known as emment and most successful per cent to liberal estimates, including Civil Engineers; simply calling attention to their respective dates. It will be seen the most satisfactory manner!' If this is contrasts very favorably with that of his that Mr Gilbert's professional experience the most satisfactory which can volunteer assailant; and that he has quite a valuable reputation to protect:-New York, Februrary 18, 1837.

The bearer hereof, Mr Wmilliam B. Gilbert, has been a practical engineer, for several years, and for nearly two years was under my particular charge and supervision, in locating and constructing railroads. I have found him skillful and capable, and with good judgment in the management of his labors. I believe he will be found capable and trusty in the and who thus bestowed their confidence management of any work he may take

BENJAMIN WRIGHT, Civil Engineer

Boston, August 15, 1845. T. Follet, Esq., President of the Cham-plain and Connecticut River Railroad Company.

Dear Sir,-Yours of the 14th is now before me. It affords me great pleasure ton attempts to avoid the effect of this im- skilful, competent engineer. I would also able subterfuge of saying that he had al. mates &c., can be relied on with entire

I am very respectfully, your ob't serv't EDWARD H. BROADHÉAD, Civil Engineer.

This concludes with all the undersignintend, how despicable appears the parade ed propose to say with reference to Mr of "45 miles of 60 feet grade," which, in Felton. They regret the necessity which his report to the Fitchburg Board, "con- has impelled them to say so much. Nothclusively settles the question between the ing but the conviction that the course two routest" Again, Mr Felton says when he has thought proper to pursue that "equal improvements may be made on has most unjustly prejudiced the great enthe Central route." His zeal for his em- terprise they have in charge, could have ployers carries him, in this instance, to induced them to make their communicathe very verge of of absurdity; for if 'e- tion to the public. Having made it, they qual improvements" should be made on retire from the controversy. They can the Central road, it is hardly too much hold no further argument with Mr Felton; to unticipate that the road will possess the nor will any further notice be taken of his novel advantage of having a descending communications, unless he should think proper to deny the facts, or the authority The sixty-five miles from Rutland to Bur- of the qualations from his Report and Let-Mr Tracy, who had just been over the understood to be postponed merely) ena- lington farnishes one of the most favora- ters, as stated in this communication .route, that a long and continuous line (10 ble the Fitchburg to secure to itself a ble routes for a rail-road in New-England These they hold themselves bound to